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(54) **PORTABLE PRE-FILTERING FUEL FILLER DEVICE**

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B01D 17/04 (2006.01)
F02M 37/22 (2006.01)
B65D 25/42 (2006.01)
B65D 25/40 (2006.01)

(52) **U.S. Cl.**
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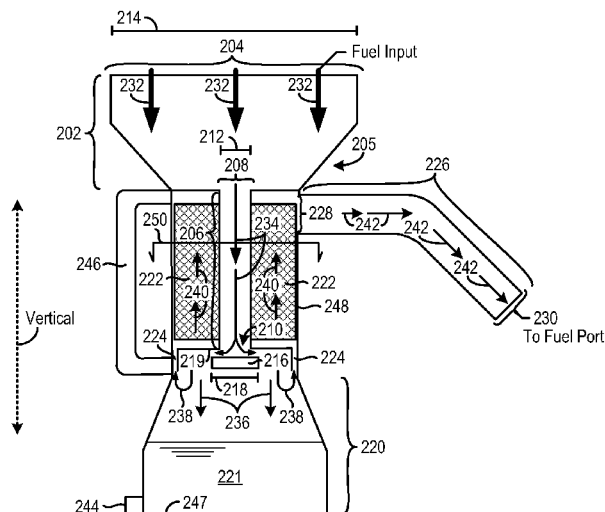
(58) **Field of Classification Search**
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See application file for complete search history.

(57) **ABSTRACT**

A portable pre-filtering fuel filler device is described herein. The portable pre-filtering fuel filler device includes a fuel inlet opening, an interior fuel conduit in fluidic communication with the fuel inlet opening, and a water chamber positioned vertically below the interior fuel conduit. The portable pre-filtering fuel filler device further includes a fuel filter in fluidic communication with the water chamber and positioned vertically above the water chamber and a fuel outlet opening in fluidic communication with the fuel filter.

21 Claims, 4 Drawing Sheets



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FIG. 1

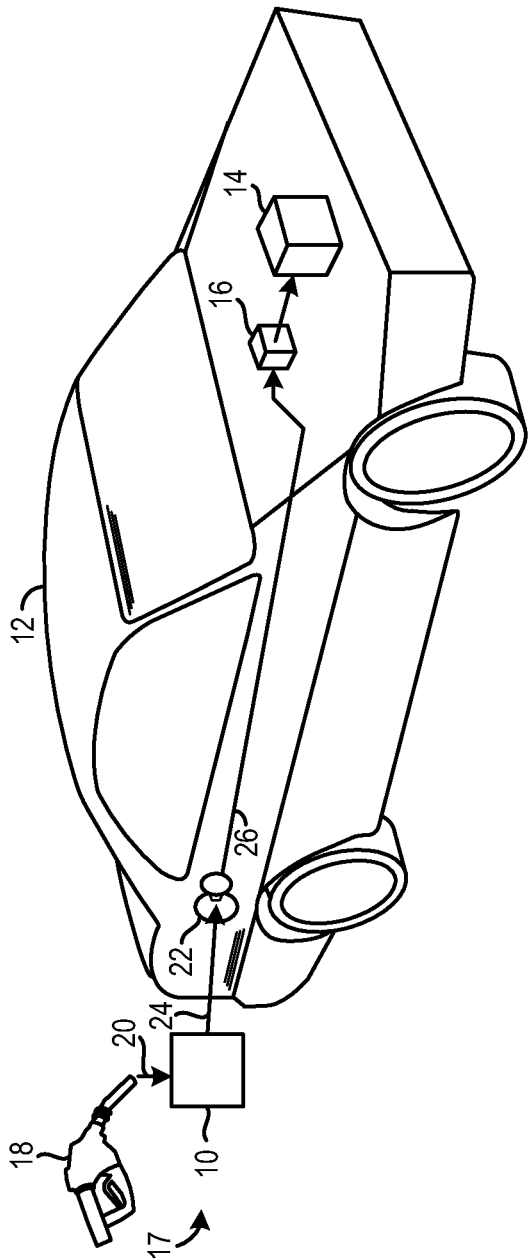


FIG. 2

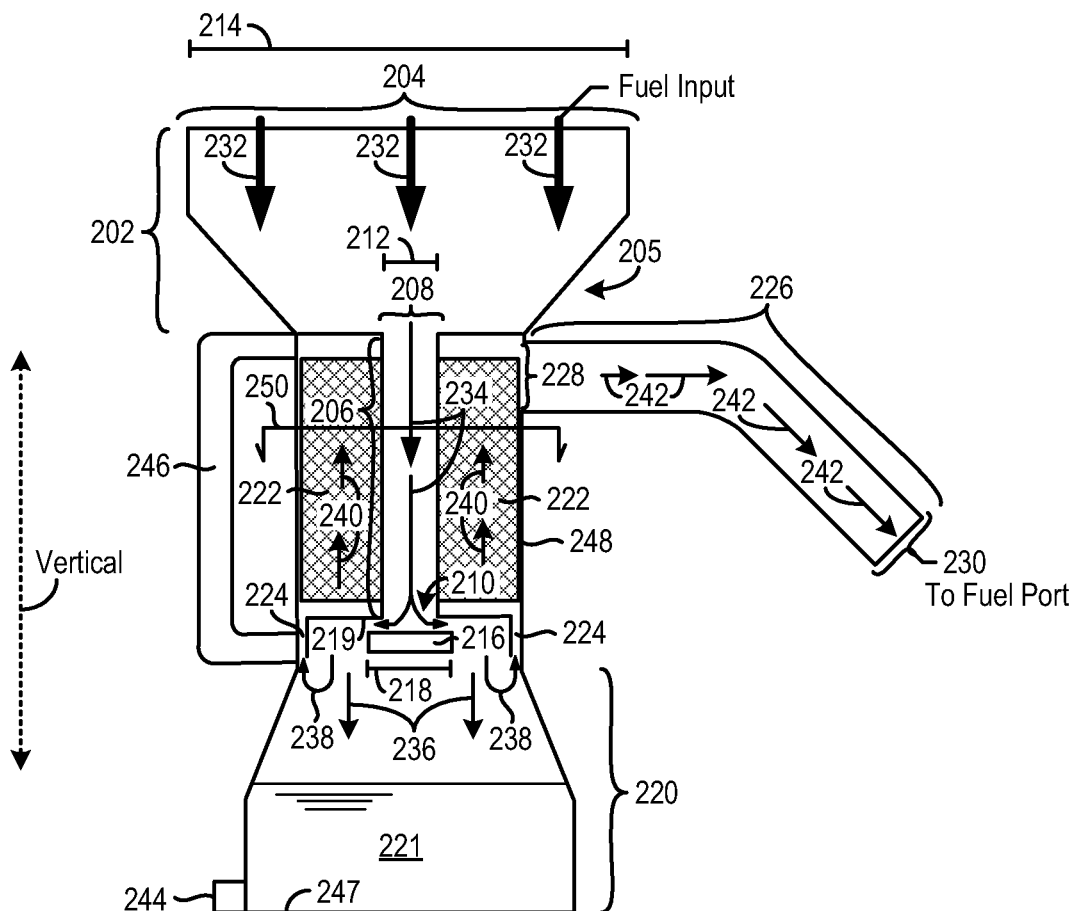


FIG. 3

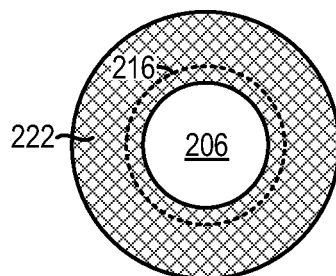


FIG. 4

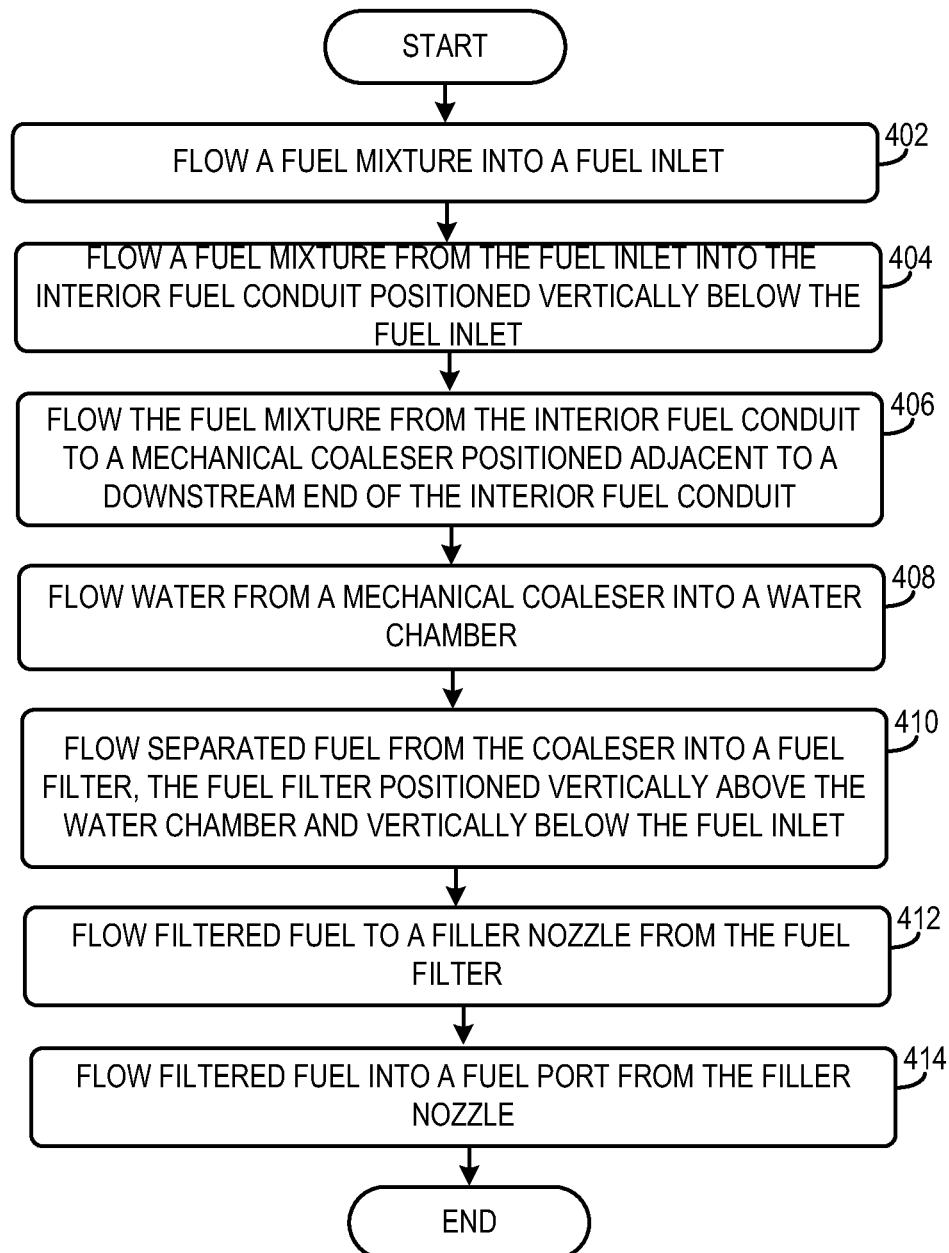
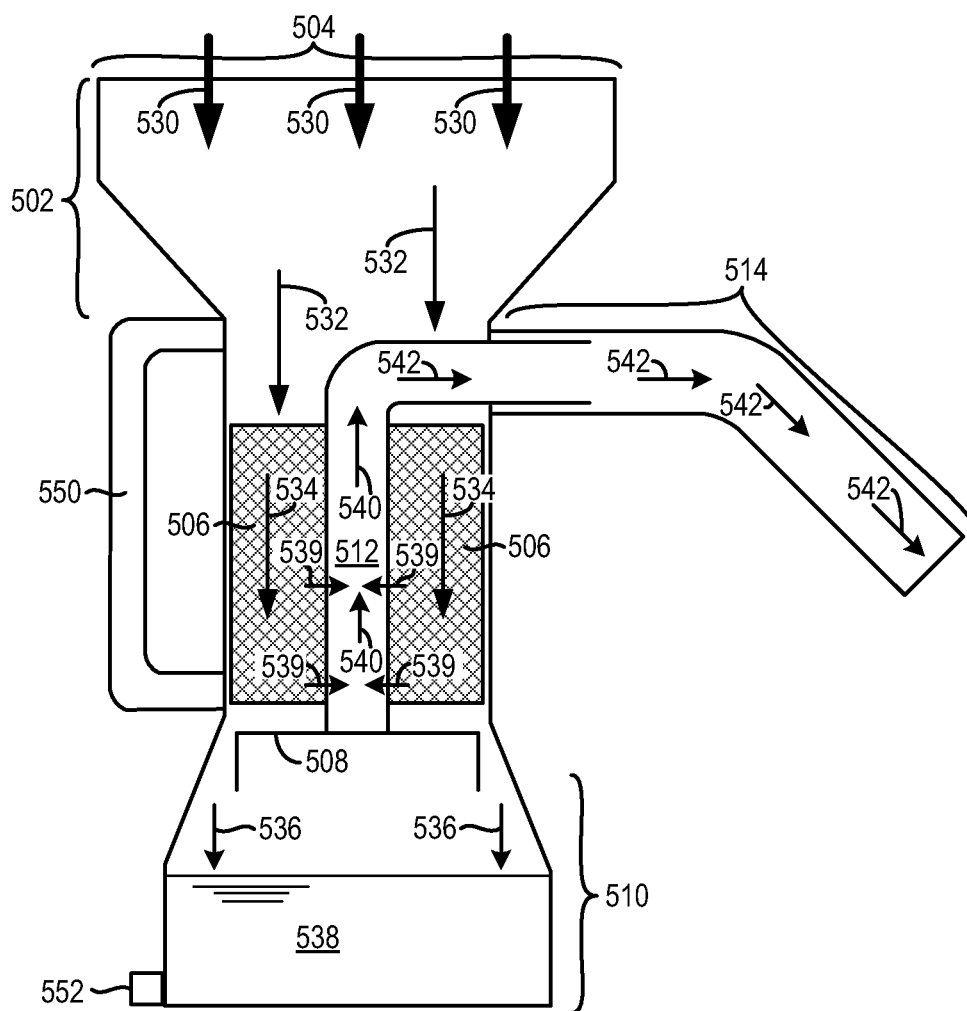
400
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FIG. 5



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**PORTABLE PRE-FILTERING FUEL FILLER
DEVICE****FIELD**

The present disclosure relates to a portable pre-filtering fuel filler device configured to remove water and other particulates from fuel prior to entry into a fuel system.

BACKGROUND AND SUMMARY

Fuels on the market such as diesel, biodiesel, gasoline, etc., may have varying degrees of quality due to the wide range of manufacturing standards in fuel processing around the globe. Therefore, fuel quality may vary based on location as well as other market factors. For instance, some fuels may not only contain a larger percentage of water but also contain debris, dirt, and/or other contaminants. The problem of fuel contamination may be particularly prevalent in less developed regions, such as Sub-Saharan Africa. Fuel contamination may decrease engine efficiency and increase emissions. Moreover, the fuel contamination may drastically decrease the lifespan of fuel injectors and fuel pumps in engines, necessitating early replacement of these parts. This fuel contamination may be particularly detrimental in engines using high pressure direct injection fuel delivery system employing high pressure fuel pumps, direct fuel injectors, etc. However, it will be appreciated that fuel contamination may lead to problems in numerous types of engines.

US 2012/0312759 discloses a fuel filter integrated into a fuel tank inlet. Specifically, the fuel filter is directly mounted to the fuel tank. The fuel filter is configured to remove particulates, such as dirt, from fuel entering the fuel tank. The Inventors have recognized several drawbacks with the fuel system disclosed in US 2012/0312759, as well as the issues noted above. For instance, the integrated fuel filter may be costly. Additionally, integrating the fuel filter into the fuel tank may also decrease the compactness of the fuel delivery system or decrease the capacity of the fuel tank. Furthermore, even if debris is removed, water in the fuel may decrease engine efficiency and increase emissions. At the same time, if a user has several vehicles, each vehicle must have an integrated filtering system, further increasing costs and maintenance.

As such in one approach, a portable pre-filtering fuel filler device is provided. The portable pre-filtering fuel filler device includes a fuel inlet opening, an interior fuel conduit in fluidic communication with the fuel inlet opening, and a water chamber positioned vertically below the interior fuel conduit. The portable pre-filtering fuel filler device further includes a fuel filter in fluidic communication with the water chamber and positioned vertically above the water chamber and a fuel outlet opening in fluidic communication with the fuel filter.

In one example, the water chamber enables water to collect at the bottom of the chamber and fuel to float on top of the water and be siphoned off to downstream elements. In this way, water can be separated from the fuel prior to fuel entering a fuel system such as a fuel system in a vehicle via the fuel port. Moreover, the filter also enables contaminants such as dirt, particulates, etc., to be removed from the fuel. Removing water and other contaminants from the fuel improves fuel quality. As a result, efficiency is increased and emissions are decreased in the engine accepting the higher quality fuel. Additionally, the component longevity in the fuel system of the engine is also increased when the portable pre-filtering fuel filler device is used to remove water and

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contaminants from the fuel entering the fuel system. Additionally, the cost of the device is less expensive than other filtering systems that directly integrate fuel filtering components into the fuel system. The device may be portable in that it may be shaped to be hand-held via a handle. Furthermore, the portability of the portable pre-filtering fuel filler device enables the device to be used to filter fuel in a multitude of engines and vehicles. For instance, the filler device can be used to filter fuel provided to multiple vehicles at a filling station, a home residence, etc. As a result, the applicability of the portable pre-filtering fuel filler device is increased.

The above advantages and other advantages, and features of the present description will be readily apparent from the following Detailed Description when taken alone or in connection with the accompanying drawings.

It should be understood that the summary above is provided to introduce in simplified form a selection of concepts that are further described in the detailed description. It is not meant to identify key or essential features of the claimed subject matter, the scope of which is defined uniquely by the claims that follow the detailed description. Furthermore, the claimed subject matter is not limited to implementations that solve any disadvantages noted above or in any part of this disclosure. Additionally, the above issues have been recognized by the inventors herein, and are not admitted to be known.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 shows an illustration of a portable pre-filtering fuel filler device and a vehicle accepting fuel from the portable pre-filtering fuel filler device through a fuel port;

FIG. 2 shows an illustration of an exemplary portable pre-filtering fuel filler device;

FIG. 3 shows a cross-sectional view of the portable pre-filtering fuel filler device shown in FIG. 2;

FIG. 4 shows a method for operation of a portable pre-filtering fuel filler device; and

FIG. 5 shows an illustration of a second exemplary portable pre-filtering fuel filler device.

FIGS. 2 and 5 are drawn approximately to scale, although other relative dimensions may be used.

DETAILED DESCRIPTION

A portable pre-filtering fuel filler device described herein. The device is configured to separate water from the fuel and remove particulates from fuel prior to entering a fuel system, fuel canister, etc. Consequently, fuel quality is improved thereby improving engine operation in the engine utilizing the fuel. Furthermore, the portability of the device enables the device to be used to refill numerous engines, fuel canisters, etc., thereby increasing the applicability of the device. Additionally, it will be appreciated that when the pre-filtering device is implemented outside a fuel system of a vehicle, for example, the compactness of the fuel system can be increased and the cost of the fuel system can be decreased when compared to fuel systems having filtering devices integrated therein.

FIG. 1 shows a schematic depiction of a portable pre-filtering fuel filler device 10 configured to provide filtered fuel to a vehicle 12 including an internal combustion engine 14 and fuel delivery system 16. The fuel delivery system 16 is configured to provide fuel to at least one cylinder in the engine. The fuel delivery system 16 may include pumps, fuel injectors, a fuel tank, etc. The portable pre-filtering fuel filler

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device **10** may be included in a system **17**. The system **17** may further include the vehicle **12** having a vehicle fuel tank filling inlet **22** (e.g., fuel port) shaped to receive a portion of the portable device **10**.

As shown, the pre-filtering fuel filler device **10** receives fuel from a fuel nozzle **18**. It will be appreciated that the fuel nozzle may be coupled to a fuel source, such as a fuel pump, fuel canister, etc. The flow of fuel from the fuel nozzle **18** to the portable pre-filtering fuel filler device **10** is denoted via arrow **20**. Likewise, fuel flow from the portable pre-filtering fuel filler device **10** to the vehicle fuel tank filling inlet **22** in the vehicle **12** is denoted via arrow **24**. Additionally, fuel flow from the vehicle fuel tank filling inlet **22** to the fuel delivery system **16** is denoted via arrow **26**. Although the portable pre-filtering fuel filler device **10** is shown in the context of fuel refill for a vehicle, it will be appreciated that the portable pre-filtering fuel filler device may be used in numerous internal combustion engines utilizing fuel which may be contaminated. For instance, the portable pre-filtering fuel filler device may be used to filter fuel entering a generator, a portable fuel canister, aircraft, boat, etc.

The portable pre-filtering fuel filler device **10** is configured to remove water, particulates (e.g., dirt), and other contaminants from fuel flowing therethrough. Furthermore, the portable pre-filtering fuel filler device is transferable between engines (e.g., vehicle engines), thereby increasing the devices applicability. Numerous fuels have been contemplated including diesel, bio-diesel, gasoline, alcohol (e.g., ethanol, methanol, etc.), and/or mixtures thereof. It will be appreciated that the aforementioned fuels may be contaminated with water, particulates, etc. Therefore the fuels may be referred to as fuel mixtures. The portable pre-filtering fuel filler device **10** is schematically depicted via a box in FIG. 1. However, it will be appreciated that the portable pre-filtering fuel filler device **10** has additional structural complexity which enables the aforementioned functionality. A more detailed portable pre-filtering fuel filler device is shown in FIG. 2 and discussed in greater detail herein. The internal combustion engine **14** is configured to implemented combustion cycles (e.g., 2 stroke cycles, 4 stroke cycles, etc.).

FIG. 2 shows an illustration of an exemplary portable pre-filtering fuel filler device **200**. It will be appreciated that the portable pre-filtering fuel filler device **200** shown in FIG. 2 is an example of the portable pre-filtering fuel filler device **10**, shown in FIG. 1.

The portable pre-filtering fuel filler device **200** includes a fuel inlet **202** having a fuel inlet opening **204**. The fuel inlet **202** is configured to receive fuel from a fuel nozzle (e.g., filling station nozzle) or other suitable fuel delivery apparatus. As shown, a portion **205** of the fuel inlet **202** tapers in a downstream direction. Specifically, the tapered section of the fuel inlet may be conical. Therefore, the likelihood of fuel spillage may be reduced. However, other fuel inlet geometries have been contemplated.

The portable pre-filtering fuel filler device **200** further includes an interior fuel conduit **206** in fluidic communication with the fuel inlet **202**. As shown, the interior fuel conduit **206** is positioned downstream of the fuel inlet **202**. Specifically in the depicted example, the interior fuel conduit **206** is positioned directly downstream of the fuel inlet **202**. It will be appreciated that directly downstream as described herein is defined such that there are no intervening components between the two comparative elements. Therefore, the fuel inlet **202** is only in direct fluidic communication with the interior fuel conduit **206**. Additionally, the fuel inlet **202** is only directly coupled to the interior fuel conduit

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206, in the depicted example. However, other component arrangements have been contemplated. Additionally, the fuel inlet **202** is positioned vertically above the interior fuel conduit **206**. A vertical axis is provided in FIG. 2 for reference. The interior fuel conduit **206** includes a first end **208** (e.g., upstream end) and a second end **210** (e.g., downstream end). A width **212** (e.g., radius) of the interior fuel conduit **206** is smaller than the width **214** of the fuel inlet opening **204**. The width **212** of the interior fuel conduit is substantially constant along the length of the conduit. Thus in one example, the interior fuel conduit **206** may be cylindrical in shape. However, other conduit shapes have been contemplated.

The portable pre-filtering fuel filler device **200** further includes a coalescer **216** positioned downstream (e.g., directly downstream) of the interior fuel conduit **206** and specifically the end **210** (e.g., downstream end) of the interior fuel conduit. The coalescer **216** is configured to aid in the removal of water from a fuel mixture flowing there-through. Specifically, the coalescer **216** is configured to decrease the velocity of the fuel mixture enabling a layer of water to form below a layer of fuel in the water chamber. Therefore, a mixture of fuel and water flows from the coalescer into the water chamber. In the water chamber the fuel mixture separates into a layer of water positioned below a layer of fuel (e.g., gasoline, diesel, etc.,) due to their relative densities. The layer of fuel can then be siphoned into downstream components. In this way, water may be separated from the fuel flowing through the filler device. A width **218** of the coalescer **216** is greater than the width **212** of the interior fuel conduit **206**. The coalescer **216** is positioned adjacent to an upper wall **219** of the water chamber **220** and the second end **210** of the interior fuel conduit **206**, in the illustrate example. However, other coalescer positions have been contemplated. The coalescer may form a continuous shape (e.g., plate). In one example, the coalescer **216** may have a diameter between 200-250 millimeters (mm) or between 200-300 mm. However, other coalescer dimensions have been contemplated. The portable pre-filtering fuel filler device **200** may be at least partially constructed out of a plastic material such as polypropylene. The plastic material may be injection or vacuum formed. However, other materials and construction processes have been contemplated.

The portable pre-filtering fuel filler device **200** further includes the water chamber **220**. The water chamber is **220** positioned vertically below the interior fuel conduit **206**. The water chamber **220** is configured to collect water **221** separated from the fuel via the coalescer **216**. It will be appreciated that the internal volume of the water chamber **220** may be greater than the internal volume of the interior fuel conduit **206**. The water chamber **220** is only in direct fluidic communication with the interior fuel conduit **206** and the filter intake conduits **224**, in the depicted example. Additionally, the water chamber **220** is not in direct fluidic communication with the fuel inlet **202**, in the depicted example. Additionally, the water chamber **220** is only directly coupled to the filter intake conduits **224** and the interior fuel conduit **206**. However, other devices arrangements have been contemplated.

The portable pre-filtering fuel filler device **200** further includes a fuel filter **222** in fluidic communication with the filter intake conduits **224**. In the depicted examples, the fuel filter **222** is only in direct fluidic communication with the filter intake conduits **224** and the filler nozzle **226**. Thus, the filler nozzle **226** is only directly coupled to the fuel filter **222**, in the depicted example. The fuel filter **222** is not in direct fluidic communication with the fuel inlet **202**, the

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interior fuel conduit **206**, the water chamber **220**, or filter intake conduits **224**, in the depicted example. The fuel filter **222** is configured to remove particulates from the fuel flowing therethrough. Additionally, the fuel filter **222** may be configured to wick fuel in a vertical direction. In this way, the filter may assist in siphoning fuel from the water chamber to the fuel nozzle. As shown, the fuel filter **222** is positioned vertically above the water chamber **220** and vertically below the fuel inlet **202**. Thus, the fuel filter **222** and the interior fuel conduit **206** are interposed between the fuel inlet **202** and the water chamber **220**. Additionally, the fuel filter **222** surrounds (e.g., circumferentially surrounds) the interior fuel conduit **206**, in the example depicted in FIG. 1. However, in other examples, the interior fuel conduit **206** may surround the fuel filter **222**.

Filter intake conduits **224** lead from the water chamber **220** to the fuel filter **222**. However, in other examples the filter intake conduits **224** may be omitted from the filler device. The fuel filter **222** is in fluidic communication with the water chamber **220**. Therefore, the fuel filter **222** is positioned downstream of the water chamber **220**. Additionally, the fuel filter **222** is positioned vertically above the water chamber **220** and vertically below the fuel inlet **202**.

The fuel filter **222** is configured to remove particulates (e.g., dirt, debris, etc.) from the fuel flowing therethrough. The portable pre-filtering fuel filler device **200** further includes the filler nozzle **226** coupled to (e.g., directly coupled to) and in fluidic communication with the fuel filter **222**. In this way, filtered fuel may be flowed to the filler nozzle **226**. The filler nozzle **226** is only in direct fluidic communication with the fuel filter **222**, in the depicted example. The filler nozzle **226** is not in direct fluidic communication with the water chamber **220**, the fuel conduit **206**, and the fuel inlet **202**. The filler nozzle **226** may be configured to be inserted into a vehicle fuel tank filling inlet (e.g., fuel port) on a vehicle, a fuel canister, etc. The filler nozzle **226** includes an intake opening **228** (e.g., upstream end) and fuel outlet opening **230**. The filler nozzle **226** tapers in a downstream direction, in the depicted example. Furthermore, the filler nozzle **226** is positioned vertically below the fuel inlet **202** and vertically above the water chamber **220**. Additionally, the intake opening **228** of the filler nozzle **226** is positioned adjacent to an upper portion of the fuel filter **222** and is coupled (e.g., directly coupled) to the fuel filter **222**. Thus, the intake opening **228** is in direct fluidic communication with the fuel filter **222**. However, other filler nozzle arrangements have been contemplated.

Arrows **232** denote the flow of unfiltered fuel through the fuel inlet **202**. In other words, contaminated fuel (e.g., dirty fuel) can be poured into the fuel inlet **202** (e.g., inlet funnel). This fuel input is indicated via arrows **232**. Arrows **234** denote the flow of unfiltered fuel through the fuel conduit **206**. Additionally, arrows **236** denote the flow of water into the water chamber **220** separated from the fuel via the coaleser **216**. It will be appreciated that the fuel is agitated via the coaleser **216** which assists in the separation of water molecules from the fuel. Specifically, the coaleser enables water molecules to sink to a lower portion of the water tank **220**. Fuel floating on top of the water collected in the lower portion of the water chamber **220** is then drawn through the fuel filter **222** which captures dirt, particulates, etc., in the fuel. Specifically, arrows **238** denote the flow of separated fuel into the filter intake conduits **224** from the coaleser. Arrows **240** denote the flow of separated fuel through the fuel filter **222**. It will be appreciated that contaminants such as dirt, debris, etc., are removed from the fuel flowing through the fuel filter **222**. Additionally, arrows **242** denote

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the flow of filtered and separated fuel through the filler nozzle **226**. It will be appreciated that the filler nozzle **226** may be coupled to a vehicle fuel tank filling inlet and therefore filtered and separated fuel will flow through the filler nozzle into the vehicle fuel tank filling inlet in such an example. Thus, the clean fuel can then progress down the filler nozzle **226** and into a vehicle fuel tank, for example. It will be appreciated that the aforementioned arrows only depict a general direction of flow. However, the fuel flow in the device has greater complexity that is not depicted.

The portable pre-filtering fuel filler device **200** further includes a drain valve **244** coupled to the water chamber **220** and configured to permit and deny water flow (e.g., open and close) from the water chamber **220** to the external environment. Specifically, the drain valve **244** is positioned adjacent to a lower wall **247** of the water chamber **220**. However, other drain valve positions have been contemplated. In this way, water can be removed from the device. The drain valve **244** may be configured to be passively or actively operated. The portable pre-filtering fuel filler device **200** further includes a handle **246** coupled to a housing **248** of the portable pre-filtering fuel filler device. The handle **246** enables a user to easily grasp the device during refilling operation, transport, etc. The housing **248** may enclose the fuel filter **222** and at least partially define boundaries of the inlets, conduits, chambers, etc., in the device. Furthermore, cutting plane **250** defines the cross-section shown in FIG. 3.

FIG. 3 shows a cross-sectional view of the portable pre-filtering fuel filler device **200**, shown in FIG. 2. The fuel filter **222** is shown circumferentially enclosing the fuel conduit **206**. The coaleser **216** is also shown in FIG. 3. A portion of the coaleser is obscured in the view and therefore the periphery of the coaleser is depicted via dashed lines. As shown, the width (e.g., radius) of the coaleser is greater than the width (e.g., radius) of the fuel conduit. The coaleser may have a disk shape, in one example. However, other coaleser shapes have been contemplated such as a square plate.

FIG. 4 shows a method **400** for operation of a portable pre-filtering fuel filler device. It will be appreciated that the portable pre-filtering fuel filler device discussed above with regard to FIGS. 1-3 may be used to implement the method. However in other examples other suitable filler devices may be used to implement method **400**.

At **402** the method includes flowing a fuel mixture into a fuel inlet. Next at **404** the method includes flowing a fuel mixture from the fuel inlet into the interior fuel conduit positioned vertically below the fuel inlet. At **406** the method includes flowing the fuel mixture from the interior fuel conduit to a coaleser positioned adjacent to a downstream end of the interior fuel conduit. At **408** the method includes flowing water from a coaleser into a water chamber. At **410** the method includes flowing separated fuel from the coaleser into a fuel filter, the fuel filter positioned vertically above the water chamber and vertically below the fuel inlet. At **412** the method includes flowing filtered fuel to a filler nozzle from the fuel filter. As previously discussed, the filler nozzle may be positioned vertically below the fuel inlet and vertically above the water chamber. At **414** the method includes flowing filtered fuel into a fuel port from the filler nozzle.

FIG. 5 shows another example portable pre-filtering fuel filler device **500**. It will be appreciated that the portable pre-filtering fuel filler device **500** shown in FIG. 5 is another example of the portable pre-filtering fuel filler device **10**, shown in FIG. 1. The portable pre-filtering fuel filler device **500** includes some components which are similar to the portable pre-filtering fuel filler device **200**, shown in FIG. 2.

Therefore it will be appreciated that some of the components in the portable pre-filtering fuel filler device **500** have similar structural and functional features to the components in the portable pre-filtering fuel filler device **200**.

The portable pre-filtering fuel filler device **500** includes a fuel inlet **502** having a fuel inlet opening **504**. Additionally, the portable pre-filtering fuel filler device **500** includes a fuel filter **506**. The fuel filter **506** is in fluidic communication (e.g., direct fluidic communication) with the fuel inlet **502**, a water chamber **510**, and an interior fuel conduit **514**. The pre-filtering fuel filler device **500** further includes a coaleser **508** positioned downstream of the fuel filter **506**.

The pre-filtering fuel filler device **500** further includes a coaleser **508** configured to agitate the contaminated fuel to assists in the separation of water molecules from the fuel. Water from the fuel can flow into the water chamber **510** from the coaleser **508**. The pre-filtering fuel filler device **500** further includes an interior fuel conduit **512**. The interior fuel conduit **512** is in fluidic communication with the water chamber **510** and a fuel nozzle **514**.

Arrows **530** denote the general flow of fuel into and through the fuel inlet **502**. It will be appreciated that fuel flows from the fuel inlet **502** into the fuel filter **506**. This flow is denoted via arrows **532**. Subsequently, fuel flows through the fuel filter **506**, denoted via arrows **534**. Fuel then hits the coaleser **508**. Water separated from the fuel is flowed into the water chamber **510**, denoted via arrows **536**. As shown, water **538** collects in a lower portion of the water chamber **510**. Additionally, fuel from the fuel filter **506** flows into an interior fuel conduit **512**, denoted via arrows **539**. Thus, the fuel filter **506** is in fluidic communication (e.g., direct fluidic communication) with the interior fuel conduit **512**. Arrows **540** denote the flow of filtered and separated fuel through the interior fuel conduit **512**. The fuel then flows from the interior fuel conduit into the fuel nozzle **514**. Fuel flow through the fuel nozzle is denoted via arrows **542**. As previously discussed, fuel may then flow from the nozzle into a fuel port in a vehicle for example. The portable pre-filtering fuel filler device **500** further includes a handle **550** and a drain valve **552**. It will be appreciated that the configurations and routines disclosed herein are exemplary in nature, and that these specific examples are not to be considered in a limiting sense, because numerous variations are possible. For example, the above technology can be applied to V-6, I-4, I-6, V-12, opposed 4, and other engine types. The subject matter of the present disclosure includes all novel and non-obvious combinations and sub-combinations of the various systems and configurations, and other features, functions, and/or properties disclosed herein.

The following claims particularly point out certain combinations and sub-combinations regarded as novel and non-obvious. These claims may refer to “an” element or “a first” element or the equivalent thereof. Such claims should be understood to include incorporation of one or more such elements, neither requiring nor excluding two or more such elements. Other combinations and sub-combinations of the disclosed features, functions, elements, and/or properties may be claimed through amendment of the present claims or through presentation of new claims in this or a related application. Such claims, whether broader, narrower, equal, or different in scope to the original claims, also are regarded as included within the subject matter of the present disclosure.

The invention claimed is:

1. A portable pre-filtering fuel filler device comprising:
 - a fuel inlet opening;
 - an interior fuel conduit in fluidic communication with the fuel inlet opening;
 - a water chamber positioned vertically below the interior fuel conduit;
 - a fuel filter in fluidic communication with the water chamber and positioned vertically above the water chamber;
 - a fuel outlet opening in fluidic communication with the fuel filter;
 - an upper wall physically coupled to a portion of the interior fuel conduit below the fuel filter, where the upper wall extends radially outward and downwardly from the interior fuel conduit toward the water chamber defining a fuel vapor flow path, and where the upper wall is located between the fuel filter and the water chamber with a bottom surface of the upper wall facing the water chamber and a coaleser and a top surface of the upper wall facing the fuel filter; and
 - a gap located between side surfaces of the upper wall and a housing of the fuel filler device, where the side surfaces force fuel vapor to turn around before flowing to the fuel filter.
2. The portable pre-filtering fuel filler device of claim 1, where the fuel filter circumferentially surrounds the interior fuel conduit.
3. The portable pre-filtering fuel filler device of claim 1, wherein the coaleser is positioned directly downstream of an end of the interior fuel conduit and configured to separate water from a fuel mixture exiting the interior fuel conduit.
4. The portable pre-filtering fuel filler device of claim 3, where the coaleser is positioned adjacent to an upper wall of the water chamber.
5. The portable pre-filtering fuel filler device of claim 3, where a width of the coaleser is greater than a width of the interior fuel conduit and less than a width of the upper wall.
6. The portable pre-filtering fuel filler device of claim 1, where the fuel outlet opening is positioned vertically below the fuel inlet opening and vertically above the water chamber.
7. The portable pre-filtering fuel filler device of claim 1, where the fuel filter is positioned upstream of the interior fuel conduit and where the interior fuel conduit is in direct fluidic communication with the fuel outlet opening.
8. The portable pre-filtering fuel filler device of claim 1, further comprising a drain valve coupled to the water chamber.
9. The portable pre-filtering fuel filler device of claim 1, where the fuel outlet opening is included in a filler nozzle.
10. The portable pre-filtering fuel filler device of claim 9, where the filler nozzle tapers in a downstream direction.
11. The portable pre-filtering fuel filler device of claim 9, where the filler nozzle includes an intake opening in direct fluidic communication with the fuel filter.
12. A system comprising:
 - a portable pre-filtering fuel filler device including:
 - a fuel inlet opening;
 - an interior fuel conduit positioned downstream of the fuel inlet opening;
 - a coaleser positioned directly downstream of an end of the interior fuel conduit adjacent to a bottom surface of an upper wall;
 - a water chamber positioned vertically below the interior fuel conduit;

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- a fuel filter positioned downstream of the interior fuel conduit and vertically above the water chamber;
 the upper wall is physically coupled to a portion of the interior fuel conduit extending below the fuel filter, where the upper wall defines a flow path of the interior fuel conduit to the coaleser by being spaced away from the fuel filter and extending radially outward before extending downward to the water chamber, and where the upper wall is located between the fuel filter and water chamber, where the bottom surface of the upper wall faces the water chamber and the coaleser and a top surface of the upper wall faces the fuel filter, the upper wall further comprising side surfaces radially spaced away from a housing of the portable device; and
 a fuel outlet opening positioned downstream of the fuel filter; and
 a vehicle having a vehicle fuel tank filling inlet shaped to receive a portion of the portable device.
13. The system of claim 12, where the fuel outlet opening is positioned vertically below the fuel inlet opening and vertically above the water chamber.
14. The system of claim 12, where a width of the coaleser is greater than a width of the interior fuel conduit, and where the width of the coaleser is less than a width of the upper wall.
15. The system of claim 12, further comprising a drain valve coupled to the water chamber.
16. The system of claim 15, where the drain valve is adjacent to a lower wall of the water chamber.
17. The system of claim 12, where the coaleser is configured to separate water from a fuel mixture exiting the interior fuel conduit.
18. A portable pre-filtering fuel filler device comprising:
 a fuel inlet opening;
 an interior fuel conduit positioned directly downstream of the fuel inlet opening;

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- a coaleser positioned directly downstream of an end of the interior fuel conduit and configured to separate water from a fuel mixture exiting the interior fuel conduit;
 a water chamber positioned vertically below the interior fuel conduit;
 a fuel filter positioned downstream of the interior fuel conduit and vertically above the water chamber;
 an upper wall spaced away from the fuel filter, the upper wall physically coupled to and extending radially outward from a portion of the interior fuel conduit vertically below the fuel filter, and where the upper wall extends downward toward the water chamber at a portion of the upper wall nearest to a housing of the portable device, the upper wall further comprising a bottom surface facing the water chamber and the coaleser, a top surface facing the fuel filter and the interior fuel conduit, and a side surface facing the housing, and where the housing is radially spaced away from the upper wall such that fuel vapor turns around before flowing to the fuel filter from the interior fuel conduit; and
 a filler nozzle including a fuel outlet opening and positioned downstream of the fuel filter, vertically above the water chamber, and vertically below the fuel inlet opening.
19. The portable pre-filtering fuel filler device of claim 18, where the fuel filter circumferentially surrounds the interior fuel conduit.
20. The portable pre-filtering fuel filler device of claim 18, further comprising a drain valve coupled to the water chamber and a handle coupled to a housing enclosing the fuel filter.
21. The portable pre-filtering fuel filler device of claim 1, wherein the inner wall is annular and U-shaped, and is radially spaced away from the housing of the fuel filler device.

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